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CENTRAL INTELLIGENCE AGENCY

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1. A parachute training grounds was on the western perimeter of Kiev (33°30'E/50°25'N), Ukrainian SSR, north of the road to Zhitomir (28°40'E/50°15'N), north of the Aircraft Plant No 480. A pilot barracks was about 3 km east of the plant, just north of the main road.
2. Air force soldiers with captive balloons were often seen entering the training grounds. They arrived on trucks from the direction of the barracks. Parachuting was practiced, three men jumping from one captive balloon at an altitude of 800 to 1,000 meters. Ten to fifteen jumps were made every day.
3. Twin-engine aircraft often arrived from the direction of Kiev. Six to eight parachutists jumped from each plane over the training grounds.
4. The aircraft plant north of the main road to Zhitomir and just east of the road to Korosten (28° 39'E/50°57'N), had a railroad connection to the Svyatoshino railroad station. Within the plant area was a small factory field for the testing of helicopters produced in the plant.
5. A parachute training grounds was north of the plant. Two captive balloons were often seen there, from each of which eight soldiers would jump.
6. South of the Svyatoshino railroad station was an airfield from which fighters took off.
7. South of this airfield was another field, presumably a civilian airport since commercial planes were often seen landing there.
8. A civilian and military airfield, about 1 x 2 km, was on the southwestern perimeter of Kiev, east of the railroad line to Fastov (29°55'E/50°5'N). It had an old E-W concrete runway and a new runway starting at the west end of the old one and extending northeast. Hangars and quarters were on the western edge of the field. Lighting facilities were available.
9. In June 1948 the airfield was occupied by single-engine fighters, reconnaissance aircraft and twin-engine commercial planes with nose wheel.
10. An airfield was northwest of the Darnitsa (30°41'E/50°25'N) railroad station, east of the road to Chernigov (31°17'E/51°30'N). There was day and night flying with biplanes, fighters and twin-engine aircraft.
11. An airfield was about 800 meters west of the Bolshevik Plant which was just south of the road to Zhitomir. There was individual and formation flying with biplanes and individual parachuting from biplanes.
12. A large airfield was about 3 km south of the plant. Hangars and buildings were being reconstructed there. Single-engine fighters and twin-engine aircraft practiced flying individually and in formation of up to nine planes.
13. A commercial airfield was about 5 km southwest of the Kiev central railroad station. It was expanded by 2 km to the east in 1945/1946. There were three runways forming a triangle, a railroad spur track, and a new approach road from the north. The runways were covered with hexagonal slabs, 40 cm thick.
14. There were the following installations:
  - a. A four-story flight control station with two- and three-story annex buildings and a tower, about 20 meters high.
  - b. A large repair hangar
  - c. Two destroyed hangars
  - d. A fuel installation with five large containers.

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Three runways, at least three hangars, a flight control station, a weather station, and day and night flying facilities.

(2) The field apparently serves as the main commercial airfield of Kiev.

(3) A military pilot school for fighter and bomber training is probably located there. It is thought possible that an air transport unit for paratroopers is also stationed at the field.

c. The military airfield south of the Svyatoshino railroad station (item 2 of sketch) is known from war records. According to the reported observations, the field is probably being used by a fighter unit.

d. The information on the aircraft plant No 480 (item 4 of sketch) confirms the location of the plant and the production of helicopters there.

e. The information on the heavy occupation by parachute units and intensive parachute training is considered credible when compared with previous observations.

f. The pin-point location of the airfield near Barnitsa is not known. According to previous reports a fighter regiment and a parachute school with a transport unit was assumed to be stationed there.

1 Annex: Kiev Airfields.

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Legend to Annex

Kiev Airfields

- 1 Kiev-Volynski military and civilian airfield
- 2 Dvyatoshino military airfield
- 3 Factory airfield of Aircraft plant No 480
- 4 Aircraft plant No 480
- 5 Parachute training grounds (known during the war as a troop training grounds)
- 6 Assumed location of the observed pilot barracks (probably occupied by parachutists)

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